

Appendix E: Projects Included in the Cumulative Impact Analysis

Introduction

The Council on Environmental Quality's regulations for implementing the National Environmental Policy Act defines cumulative effects as:

...the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such actions. (40 Code of Federal Regulations Section 1508.7)

The National Park Service initiated an iterative process with individuals, groups, and agency officials in order to assess the past, present, and reasonably foreseeable future actions that may contribute to incremental impacts when combined with actions proposed in the Cascades Diversion Dam Removal Project Environmental Assessment. As part of the process, the National Park Service contacted county planning departments in each of the eight major counties surrounding Yosemite National Park, planning offices or city economic development councils in each of the seven key cities in the Yosemite National Park region, and other federal land management agencies with jurisdiction over lands surrounding Yosemite National Park. The region of evaluation was established relative to each impact topic discussed in the Cascades Diversion Dam Removal Project Environmental Assessment and with an understanding of the common issues to be addressed in the impact analysis. The following projects may have potential cumulative impact when considered along with actions called for in the Cascades Diversion Dam Removal Project Environmental Assessment.

Projects

Agency Name: Bureau of Land Management

Project Name: *Briceburg Bridge Reconstruction*

Description: The Briceburg Bridge is located about 15 miles west of El Portal. It crosses the Merced River from Highway 140 to Burma Grade Road and provides access to a 4.5-mile frontage road on the river's north side. Along this frontage road visitors are provided access to three Bureau of Land Management campgrounds, river frontage for activities such as fishing, rafting, and the Merced River Canyon Trail.

The bridge was damaged in the flood of 1997 and was slated for reconstruction from August to December 1999 (now complete). The bridge was closed during construction.

Agency Name: National Park Service

Project Name: *Cook's Meadow Ecological Restoration*

Description: The restoration of Cook's Meadow is the restoration of a dynamic and diverse wetland ecosystem. The Cook's Meadow restoration project included the following actions:

- Fill four drainage ditches created by early Euro-American settlers
- Remove a raised, abandoned roadbed and a trail that bisected the meadow
- Reconstruct the trail on an elevated boardwalk that now allows water to flow freely and reduces foot traffic on sensitive meadow plants
- Install culverts under Sentinel Road to direct runoff into the meadow and restore the natural flow of water from the Merced River during seasonal periods of high water

Reduce non-native plant species encroaching on native species by using manual, mechanical, and chemical control methods.

Agency Name: National Park Service

Project Name: *Curry Village Employee Housing*

Description: This project is tiered off the *Yosemite Valley Plan*. This project includes the design and construction of new employee housing and related facilities to accommodate approximately 217 concession employees in the area west of Curry Village in Yosemite Valley. This housing will replace concessioner housing lost in the 1997 flood. The employee housing units will be designed in accordance with the character of the area, with particular focus on the Curry Village Historic District. The scope of this housing project includes providing parking and access, an employee wellness center, concessioner housing, management offices, maintenance facilities, postal facilities, and housing-related storage.

Agency Name: National Park Service

Project Name: *Discovery View Scenic Overlook Vault Toilet Installation*

Description: This project proposes to install a vault toilet at the Discovery View scenic overlook in Yosemite Valley. Work will include purchasing a four-unit manufactured concrete vault toilet structure; excavating the vault site; and assembling of the restroom on site.

Agency Name: National Park Service

Project Name: *Eagle Creek Merced River Ecological Restoration*

Description: Eagle Creek flows into Yosemite Valley about one-half mile downstream from Yosemite Lodge. The banks of Eagle Creek between Northside Drive and the Merced River are badly eroded and only sparsely vegetated, partly due to trampling by pedestrians. A project began in summer 2002 to recontour and revegetate the eroded riverbank, decompact the trampled river terrace; and construct fences to direct visitors to sandbars for river access.

Agency Name: National Park Service

Project Name: *Ecological Restoration of Flood-Damaged Campgrounds*

Description: This project is tiered off the *Yosemite Valley Plan*. The ecological restoration seeks to restore natural processes to an ecosystem so that the area can recover from past human development and activities. A plan is being developed for the ecological restoration of the Upper River, Lower River, North Pines, and the northwest end of Lower Pines campgrounds; Group Camp, Backpackers Camp; Housekeeping Camp within the River Protection Overlay of the Merced River; and The Ahwahnee tennis court in Yosemite Valley. As part of this project, surveys are being conducted for archeological sites; the history of human disturbance in the area is being investigated; the former distribution of meadow, wetland, and forest communities is being investigated; a restoration prescription is being developed that recognizes the retention, modification, or removal of bridges, bicycle paths, riprap, and roads; the necessity and extent of revegetation is being determined; a revegetation strategy is being developed; and monitoring of river channel morphology, vegetation transects, tree density, and photo points are being installed.

Ecological restoration may include:

- Removal of imported fill material
- Removal of abandoned roads and infrastructure
- Re-establishment of natural contours on the land
- Restoration of natural surface and ground water movement
- Replanting of native vegetation
- Removal of non-native plant and animal species
- Restoration of carbon and nitrogen cycles in degraded soils

Agency Name: National Park Service

Project Name: *El Portal Road Improvement Project – Park Boundary to Cascades Diversion Dam*

Description: This federal jurisdiction transportation project, which was located entirely within Yosemite National Park boundaries, involved road improvements to 7.5 miles of El Portal Road, from the Yosemite National Park boundary in El Portal to Cascades Diversion Dam, near the intersection of the El Portal Road and Big Oak Flat Road. The project improved access to Yosemite Valley and reduced safety concerns. El Portal Road is a primary route for visitors accessing Yosemite Valley, and is the shortest all-weather route to the Valley. It also serves as the

primary commuting route for park employees living in El Portal, Midpines, and Mariposa. The project was completed in 2000.

Agency Name: National Park Service

Project Name: *El Portal Road Improvement Project – Cascades Diversion Dam to Pohono Bridge*

Description: This project would improve the segment of the El Portal Road between Pohono Bridge and the intersection of the Big Oak Flat Road. Road improvements would be designed to improve safety and minimize the chance of roadway failures in the future. The project would be subject to site-specific environmental compliance, including public involvement. The project would not be implemented until after the removal of the Cascades Diversion Dam, in order to allow the river channel to stabilize before design alternatives are developed.

Agency Name: National Park Service

Project Name: *Fire Management Plan Update*

Description: The National Park Service is updating the 1990 *Yosemite National Park Fire Management Plan*. The objectives associated with updating the plan are to improve ecosystem health, enhance public safety, and provide guidance to park operations for successfully integrating fire with other vegetation management principles. The plan addresses prescribed fire, wildland fire, and community fire protection services. It also addresses parkwide fire issues and consider effects to burn units, vegetation associations, air resources, watersheds, soils, cultural landscapes, and other natural, cultural, and social resource variables.

Agency Name: National Park Service

Project Name: *Happy Isles Dam Removal*

Description: The Merced River supports one of the last unaltered high-elevation aquatic ecosystems in the Sierra Nevada. Several small impoundments exist on the river, however, degrading the quality of the aquatic systems and depreciating its integrity as a Wild and Scenic River. The Happy Isles Dam impoundment, located at the eastern end of Yosemite Valley, has been abandoned since the mid-1980s. The remaining infrastructure consists of a low rock and concrete dam, two steel-reinforced concrete and iron diversion gates, numerous pipes above and below ground near the dam, and an 8-foot by 12-foot granite powerhouse foundation. The dam and diversion gates cause a large eddy and scour pool (100 feet wide by 15 to 20 feet deep) directly upstream of the obstruction, which dramatically alters local hydrology, water chemistry, and ecology. The project would consist of removing the Happy Isles dam and associated infrastructure and revegetating the riverbanks to prevent post-project bank erosion.

Agency Name: National Park Service

Project Name: *Happy Isles Fen Habitat Reclamation Project*

Description: The Happy Isles Fen is a two-acre wetland immediately west of the Happy Isles Nature Center in Yosemite Valley. In 1928, the NPS filled in about three additional acres of the fen to create a parking lot. The asphalt parking lot was removed in 1970, though imported fill remained. The area impacted by parking lot construction will be restored to wetland conditions by removing imported fill and associated upland vegetation, and revegetating with native wetland plants. Project implementation began in fall of 2002 and will continue for several years.

Agency Name: National Park Service

Project Name: *Happy Isles Gauging Station Bridge Removal*

Description: The Happy Isles Gauging Station Bridge spanned the Merced River in Yosemite Valley's east end. The bridge was badly damaged during the 1997 flood and was deemed unsafe by representatives of the Federal Highway Administration. The bridge began to show signs of immediate failure in 2000 when a large sinkhole appeared on the west abutment. Due to the threat to public health and safety, the bridge was removed in the fall of 2001. The east abutment was retained to protect the operation stream flow gauge. Landscaping was completed in 2002.

Agency Name: National Park Service

Project Name: *Happy Isles to Vernal Falls Trail Reconstruction*

Description: This project proposes to reconstruct 5,400 linear feet of the Vernal Fall Trail from Happy Isles to the base of the Mist Trail stairs. Actions include construction of an average tread width of seven feet; rebuilding of trail walls; redistribution of old pavement as sub-base; and application of layers of aggregate road base, tack oil, and asphalt, with a granite dust topcoat. On steeper sections of the trail, improved traction will be provided for pedestrians. A functioning drainage system will be established in the trail corridor by paving water breaks and constructing rock drainages to channel water away from the trail.

Agency Name: National Park Service

Project Name: *Improvements to Curry Village and East Yosemite Valley Campgrounds*

Description: This project is tiered off the *Yosemite Valley Plan*. A site plan is being developed for the eastern portion of Yosemite Valley to implement actions called for in the *Yosemite Valley Plan*. The project area generally extends south of the Merced River from the eastern boundary of Housekeeping Camp to Happy Isles, as well as the area along Tenaya Creek for proposed campsites. The site plan will ensure that all related actions proposed for the east Valley are

implemented in a logical, feasible, and cost-effective manner. Most of the actions will not begin for several years, but in the meantime, the site plan will result in a more detailed picture of how and in what order the projects in the east Valley should be implemented. Following are examples of the many actions identified in the *Yosemite Valley Plan* for east Yosemite Valley:

- Reconfiguring campgrounds at Upper and Lower Pines
- Adding campsites at the new South Camp and Tenaya Creek Campgrounds
- Removing Curry Orchard and restoring the area to natural conditions
- Constructing new visitor cabins-with-bath in Curry Village
- Relocating the Curry Village ice rink
- Providing new and reconfigured food service and concession facilities at Curry Village
- Relocating the concessioner stable
- Converting Southside Drive to two-way traffic
- Constructing a fire station in the Curry Village area

Agency Name: National Park Service

Project Name: *Integrated Utilities Master Plan*

Description: This project is tiered off the *Yosemite Valley Plan*. The existing utility infrastructure serving Yosemite Valley was identified in the *Yosemite Valley Plan* as a potential problem due to its age, condition, inadequate capacity, inaccessibility to future facilities, and inappropriate location in environmentally sensitive areas. The utility systems in question are potable water, sanitary sewage, power, and, to a more limited extent, communications. As a first step in the correction of the deficiencies in these utility systems, an assessment of each system's suitability for use with the new facilities proposed in the *Yosemite Valley Plan* is being made. An assessment of the existing sanitary sewer system includes the following tasks:

- Condition assessment of the sewer system, including cleaning and closed-circuit television inspection
- Field surveying and mapping of the existing sanitary sewer system
- Assessment of the capacity of the existing sewer system, including flow monitoring and hydraulic modeling of existing flow scenarios
- Development of a sewer system Capital Improvement Plan (CIP) that identified needed system improvement and prioritizes them into three categories: immediate, intermediate, and long-term
- Integration of the survey and modeling data generated with Yosemite National Park GIS (geographic information system) to create a CIP GIS

Similar condition, capacity, and reliability assessments of the other utility systems will be performed in accordance with the scope of services. Because of the interrelated nature of the utility systems serving Yosemite Valley and the need to expedite the correction of all utility systems serving the key areas of the Valley, the National Park Service is preparing the integrated Utilities Master Plan that summarizes the results of the individual utility assessments and includes

recommendations for rehabilitation, relocation, and upgrade, cost estimates, and phasing of the recommended utility projects.

Agency Name: National Park Service

Project Name: *Lower Yosemite Fall Project*

Description: This project is tiered off the *Yosemite Valley Plan*. This project consists of improving and rehabilitating the physical infrastructure at the 56-acre Lower Yosemite Fall area. The project work includes rebuilding/rehabilitating trails; removing several trail segments; rebuilding/rehabilitating five pedestrian bridges; constructing one new pedestrian bridge; removing one pedestrian bridge; removing the existing parking area and revegetating it to natural conditions; constructing a new shuttle bus stop; replacing/relocating the restroom; creating new access points; fabricating and installing new directional signs; creating a gathering circle for groups; restoring portions of forest and creekside habitat to natural conditions; installing amenities such as bike racks, picnic tables, public telephones, drinking fountain, and trash cans; enlarging the viewing areas new the base of the fall; and providing educational exhibits.

This improvement project will create a loop trail system that is fully accessible to people with mobility impairments, reduce the perception of crowding and congestion at main views and along the trail, and improve the hydrology of the braided stream system by replace the narrow bridges that replace the natural stream flow.

Agency Name: Mariposa County

Project Name: *Mariposa County General Plan Update*

Description: The Mariposa County General Plan will update county wide zoning ordinances and related implementing documents. This update is intended to allow Mariposa County to comply with current California law. Specifically, it is intended that this would allow Mariposa County to comply with changes to state law that have changed since the 1980 General Plan was adopted. This update will follow established public involvement protocol and may respond to countywide land-use issues.

Agency Name: National Park Service

Project Name: *Merced Wild and Scenic River Comprehensive Management Plan*

Description: In 1999 and 2000, the National Park Service developed a comprehensive management plan for sections of the Merced Wild and Scenic River that it administers. The purpose of the Merced River Plan, which was released in 2001, is to protect and enhance the river's Outstandingly Remarkable Values for the benefit and enjoyment of present and future generations.

The final plan and environmental impact statement was released to the public in July 2000; the planning process was completed in August 2000, with the signing of the Record of Decision. Included in the plan are descriptions of the boundaries, the official classification of river segments, and a description of the Outstandingly Remarkable Values associated with the Merced River. The Merced River Plan's land-use zoning prescriptions have served as a guide to protect river values during the *Yosemite Valley Plan* process, and have thereby directed the type of potential development and potential levels of use allowed within the river corridor in Yosemite Valley, Wawona, and El Portal.

Agency Name: Bureau of Land Management

Project Name: *Merced River Canyon Trail Acquisition*

Description: A trail for walking and mountain biking runs intermittently from El Portal to Lake McClure along the old railroad bed adjacent to the Merced River. The trail was heavily damaged in recent floods and is being constructed as money becomes available. Private in-holdings occur throughout the trail's length, thus disrupting the continuity of the trail. The Bureau of Land Management is attempting to negotiate land exchanges to acquire some of the private land and create a continuous trail from the Bagby Recreation Area to Yosemite National Park.

Agency Name: National Park Service

Project Name: *Replacement/Rehabilitation of Yosemite Valley Main Sewer Line*

Description: This project consists of the construction of a slip line sewer between Yosemite Creek Lift Station and the El Capitan Wood Yard and also includes the selective replacement of manholes.

Agency Name: Counties—Mariposa, Merced, Mono; National Park Service; U.S. Forest Service; California Department of Transportation; U.S. Department of Transportation.

Project Name: *Yosemite Area Regional Transportation System*

Description: The Yosemite Area Regional Transportation System is a collaborative, inter-agency effort begun in 1992 to evaluate the feasibility of a regional transportation system and to identify the best options for initial implementation and upkeep of such a system. The Yosemite Area Regional Transportation System Mission Statement is as follows:

Yosemite Area Regional Transportation System will provide a positive alternative choice for access to Yosemite National Park for visitors, employees and residents. Yosemite Area Regional Transportation System service is not intended to replace auto access or trans-Sierra travel, but is intended to provide a viable alternative that offers a positive experience, maximizing comfort and convenience for riders while guaranteeing access into the park. (Yosemite Area Regional Transportation Strategy 1999).

Yosemite Area Regional Transportation System has four primary objectives:

- Increase transportation options
- Reduce reliance on automobiles
- Support local economies
- Improve regional air quality

Design principles included in the “Planning Assumptions Document” passed by the Yosemite Area Regional Transportation System Management Board members are the following:

- Yosemite Area Regional Transportation System is designed as a voluntary service that uses incentives to attract riders.
- Yosemite Area Regional Transportation System is not intended to replace auto access to Yosemite National Park. The Yosemite Area Regional Transportation System design does not support a ban on auto access to the park.
- Yosemite Area Regional Transportation System supports the use of alternative fuels and is committed to operating vehicles utilizing the cleanest possible fuel as soon as practical.
- Yosemite Area Regional Transportation System service will be designed to offer a seamless service between the gateway communities and major destinations within Yosemite National Park. Yosemite Area Regional Transportation System buses will stop at attractions throughout the park and Valley and will coordinate services with the park’s internal shuttle bus operation.
- The initial Yosemite Area Regional Transportation System service will be designed as a demonstration project. The purpose of the demonstration project will be to evaluate public reaction to taking the bus, the quality of the service provided, and the impacts of Yosemite Area Regional Transportation System transit on local communities.

The target market for Yosemite Area Regional Transportation System service includes those visitors staying overnight in the gateway communities and employees working at Yosemite National Park who live in the gateway communities. Decisions on the placement of bus stops and transfer facilities are local land use decisions which will be made by the County Board of Supervisors in gateway communities, and by the National Park Service for locations inside the park boundaries. Staging areas outside the park are a part of the region-wide shuttle bus system.

A demonstration service, expected to run two years, is being designed to test the Yosemite Area Regional Transportation System concept. The implementation of the demonstration service, which was originally scheduled for the 1999 summer season, was delayed to May 2000. The scope for the demonstration service has been revised to focus entirely upon the short term.

One component of the Yosemite Area Regional Transportation System effort to date includes recently-approved plans for bus stop improvements on the Highway 140 corridor. Eleven stops in each direction were approved, including stops in El Portal, Midpines, Mariposa, and Cathey’s Valley.

Agency Name: National Park Service and American Indian Council of Mariposa County, Inc.
(Southern Sierra Miwok)

Project Name: *Yosemite Lodge Area Redevelopment*

Description: This project is tiered off the *Yosemite Valley Plan*. The project collectively known as the Yosemite Lodge Area Redevelopment includes four separate actions as described in the *General Management Plan* and the *Yosemite Valley Plan*: redevelopment of Yosemite Lodge, redesign of Camp 4, relocation of Northside Drive, and design of the Indian Cultural Center. All actions occur in the Yosemite Lodge area of Yosemite Valley and include the following:

- Yosemite Lodge will be changed from a motel-type of experience to one more connected to a national park lodge experience in Yosemite Valley
- Yosemite Lodge facilities in the river protection zone and the floodplain will be removed
- Camp 4 will be redesigned to accommodate the expansion and improvements called for in the *Yosemite Valley Plan*
- Northside Drive in the Yosemite Lodge and Camp 4 area will be relocated south of the lodge to reduce conflicts between vehicles and pedestrians and to provide safer pedestrian access between the lodge and the Lower Yosemite Fall area
- Through a cooperative agreement with the American Indian Council of Mariposa County, Inc., an Indian Cultural Center will be established at the site of the last historically occupied Indian village in Yosemite Valley (just west of Camp 4 and Yosemite Lodge). The project is designed with two major components: a traditional village and a modern community building. The traditional structures will be built by Indian Council members and volunteers

The site designs for this project will be evaluated in an environmental assessment scheduled for release in 2003. Construction of the Yosemite Lodge Area Redevelopment is scheduled to begin in 2003 or 2004.

Agency Name: Mariposa County

Project Name: *Yosemite Motels Expansion*

Description: This project site is located along the north and south side of Highway 140 at the existing Yosemite View Lodge development, within the El Portal Town Planning Area. Conditional Use Permit #268 was approved by Mariposa County on May 5, 2000 for a three-story, 63-unit motel and a 2,417-square-foot Activity/Guide Center. Access to the motel and Activity/Guide Center would be from the south side of Highway 140. Construction will begin in the winter or spring of 2003, pending approval of a building permit.

Agency Name: National Park Service

Project Name: *Yosemite Valley Plan*

Description: The National Park Service Pacific West Regional Director signed the Record of Decision for the *Final Yosemite Valley Plan* and its *Supplemental Environmental Impact Statement* on December 29, 2000. The purpose of the *Yosemite Valley Plan* is to present a comprehensive management plan for Yosemite Valley – from Happy Isles at the east Valley to the intersection of the El Portal and Big Oak Flat Roads near Cascades Diversion Dam at the west end. It also presents actions in adjacent areas of the park and the El Portal Administrative Site that directly relate to actions proposed in Yosemite Valley. The specific purposes of the *Yosemite Valley Plan* within Yosemite Valley are to:

- Restore, protect, and enhance the resources of Yosemite Valley
- Provide opportunities for high-quality, resource-based visitor experiences
- Reduce traffic congestion
- Provide effective park operations, including employee housing, to meet the mission of the National Park Service

Yosemite Valley Plan actions will reduce fragmentation between the highly valued natural resource areas from Clark’s Bridge downstream to Swinging Bridge. Areas in the eastern portion of Yosemite Valley that have been degraded or fragmented (such as the Merced River and its tributaries, wetlands, meadows, and California black oak woodlands) will be restored to one large and dynamic river-governed ecosystem. There will be minimal new development west of the Yosemite Lodge area.

Parking for 550 day-visitors’ vehicles will be consolidated in the Yosemite Village area and (in peak season) in three out-of-Valley areas (El Portal, Badger Pass, and Hazel Green or Foresta). Shuttle buses will transport visitors to locations throughout Yosemite Valley and also between the Valley and out-of-Valley parking areas. A new visitor center and transit center will be located in Yosemite Village adjacent to day-visitor parking. These actions will result in a major reduction of vehicular congestion in the eastern portion of Yosemite Valley during summer months.

There will be more campsites and fewer lodging units than there are today. The area of the former Upper River and Lower River Campgrounds will be restored to a mosaic of meadow, riparian, and California black oak woodland communities. The River Protection Overlay¹ prescribed in the *Merced Wild and Scenic River Comprehensive Management Plan* will be implemented in Yosemite Valley and the El Portal Administrative Site. Southside Drive will be converted to two-way traffic from El Capitan crossover to Curry Village, and Northside Drive will be closed to motor vehicles from El Capitan crossover to Yosemite Lodge and converted to a multi-use (bicycle and pedestrian) paved trail.

The following is a list of many of the actions that will occur under the *Yosemite Valley Plan* in relation to existing conditions (see Volume IA, page 2-47, of the *Final Yosemite Valley Plan/SEIS* [NPS 2000a] for a complete discussion of actions):

¹ The River Protection Overlay in areas above 3,800 feet in elevation includes the river channel itself and extends 150 feet on both sides of the river measured from the ordinary high water mark. In areas below 3,800 feet in elevation it includes 100 feet on both sides of the river measured from the ordinary high water mark.

Facilities and services that will be removed under the Yosemite Valley Plan include: roads through Stoneman Meadow and the southern portion of Ahwahnee Meadow (including the road through the former Upper River and Lower River Campgrounds); North Pines Campground; historic Sugar Pine Bridge (to restore the hydrologic system of the Merced River); other historic structures including the concessioner stable, Concession Headquarters, Village Garage, Cascades Diversion Dam, and five Cascades residences north of El Portal Road; the abandoned wastewater treatment plant in El Portal from a sensitive cultural resource area; most parking (including at Lower Yosemite Fall) in east Valley, other than at lodging, campgrounds, and the Yosemite Village area; five motel buildings from Yosemite Lodge; and commercial trail rides in Yosemite Valley.

Facilities to be constructed under the Yosemite Valley Plan include: a day-visitor parking area for 550 vehicles at Yosemite Village; a visitor center and transit center near the day-visitor parking area at Yosemite Village; a new shuttle stop, restroom, enlarged viewing area near the base of Yosemite Falls, interpretive exhibits, and an informal gathering/viewing area in the Lower Yosemite Fall area; a vehicle bridge across Yosemite Creek near Yosemite Lodge; a possible replacement footbridge at Happy Isles near the Nature Center; lodging at Yosemite Lodge and Curry Village; campsites at Camp 4 (Sunnyside Campground); campsites east of Curry Village, in the Upper Pines and Lower Pines areas, and along Tenaya Creek; employee housing at Curry Village, Yosemite Village, El Portal, Wawona, and Foresta; and two fire stations, one in the Yosemite Village area (outside of the Yosemite Village Historic District), and one in the Curry Village area.

The Yosemite Valley Plan will establish and implement: a Visitor Experience and Resource Protection (VERP) study and program to monitor existing and desired conditions for natural resources, cultural resources, and visitor experience; a traveler information and traffic management system to provide information to visitors, provide incentives for efficient use of available parking and transportation services, and manage access and parking; seasonal out-of-Valley day-visitor parking areas at Badger Pass, El Portal, and Hazel Green or Foresta; some utility hookups for recreational vehicles and shower facilities in campgrounds; and design guidelines for new construction and for rehabilitating the landscape in historic developed areas.

The Yosemite Valley Plan will convert: the Yosemite Museum/Valley District Building back to its historic function as a museum; Southside Drive from El Capitan crossover to Curry Village to two-way traffic (road widened where necessary); Northside Drive from El Capitan crossover to Yosemite Lodge from a vehicle road to a multi-use (bicycle and pedestrian) paved trail; and the trail to the base of Yosemite Falls to a route accessible by people with mobility impairments.

The Yosemite Valley Plan will increase or expand: shuttle bus service west to Bridalveil Fall and out-of-Valley parking areas; interpretive and orientation services, including a new visitor center in Yosemite Valley and visitor contact stations at or near principal park entrances; and multi-use paved trails.

The Yosemite Valley Plan will reduce: stock trails by approximately 0.5 mile (private stock use will continue on all other designated trails); lodging to approximately 961 units (including approximately 100 units at Housekeeping Camp); and traffic entering the east Valley on a typically busy day by 50%.

The Yosemite Valley Plan will relocate: employee housing to El Portal, Foresta, and Wawona (subject to further site planning, environmental review and public participation), leaving 723 employee beds in Yosemite Valley; National Park Service and concessioner administrative stables operations to McCauley Ranch in Foresta; National Park Service and concessioner headquarters out of Yosemite Valley; the historic Superintendent's house (Residence 1) and its garage to a site within the Yosemite Village

Historic District; and museum collections storage, research library, and archives consolidated in Yosemite Valley.

Agency Name: National Park Service

Project Name: *Yosemite Valley Shuttle Bus Stop Improvements*

Description: This project is tiered off the *Yosemite Valley Plan*. This project consists of the preparation of preliminary design plans, environmental compliance documents, and construction drawings; and the construction of six 10- by 80-foot concrete braking pads, and the rehabilitation or replacement of 94,000 square feet of asphalt road approaches.